

WINE AND SPIRIT MERCHANT.
CHAZALON & CO.
MAKERS AND FRENCH PRESERVES IMPORTERS
4, QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S BUILDING.
DISS BROS.,
Tailors.

No. 13,513

號七廿月七年六零百九千一英

HONGKONG, FRIDAY, JULY 27, 1906.

日七初月六年午丙

PRICE, \$3.00 Per Month.

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU
AND THE CELEBRATED
KULMBACHER BIER.
Per Case of 6 doz. pils...\$18.00.
Per Case of 4 doz. qts...\$18.00.
MACWEN, FRICKEL & CO.,
1815 8, DUNDRELL STREET.

Intimations.

WHO'S WHO
IN THE
FAR EAST.
THE
ONLY BOOK OF REFERENCE
WHICH GIVES
BIOGRAPHIES
OF THE
PROMINENT MEN OF
THE FAR EAST
IS NOW ON SALE
Price \$10.
FORWARDED TO ANY ADDRESS.
OBTAINABLE FROM THE PUBLISHERS—
8, QUEEN'S ROAD CENTRAL,
Hongkong.
Hongkong, July 10, 1906.

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters viz.—
1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Building Ordinance, 1903, as now carried out is satisfactory, and if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulations.
The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.
Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.
By Order,
W. BOWEN ROWLANDS,
Secretary.
Hongkong, July 7, 1906. 1381

CITY OF PARIS
2, PEDDER'S STREET.
CHEAP SALE
OF
MILLINERY, etc.,
FOR ONE WEEK.
Hongkong, July 24, 1906. 1479

THE CITOPHONE.
A HOUSE TELEPHONE.
CAN be fitted to existing Electric Bells. No Extra fittings needed. As clear and distinct as an Ordinary Telephone. Best Telephone for Parlours, Halls, Bedrooms, Bathrooms, Offices, Hospitals, etc., etc. Price very Moderate. Can be imported at the Office of the Sole Agents:
LUTGENS, EINSTIMANN & CO.,
No. 2, PEDDER STREET.
Hongkong, February 5, 1906. 1880
DENTAL SURGEON
G. DE PERINDORGE.
DIPLOMA, PARIS.
LATEST IMPROVEMENTS INCLUDING PORCELAIN FILLINGS.
HOTEL MANSIONS,
PEDDER STREET.
Hongkong, June 1, 1906. 1148

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,365 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,560 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,985 tons, Captain J. J. Losius.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sundays Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3.30 p.m. and 5.30 p.m. (Sundays Excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain G. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week days at 2 p.m., except when otherwise notified by Express. Sunday Special Excursions leaving Hongkong at 9 a.m., and a second departure about 2 p.m. (See special Express).
Note.—During the Summer Months the time of leaving Macao to suit the tide at Macao. See Special Summer Timetable.
Departures from Macao to Hongkong on week days at 8 a.m. On Saturdays a second departure about 7 p.m. On Sundays about 3 p.m. (See Special Express).

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamilton.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

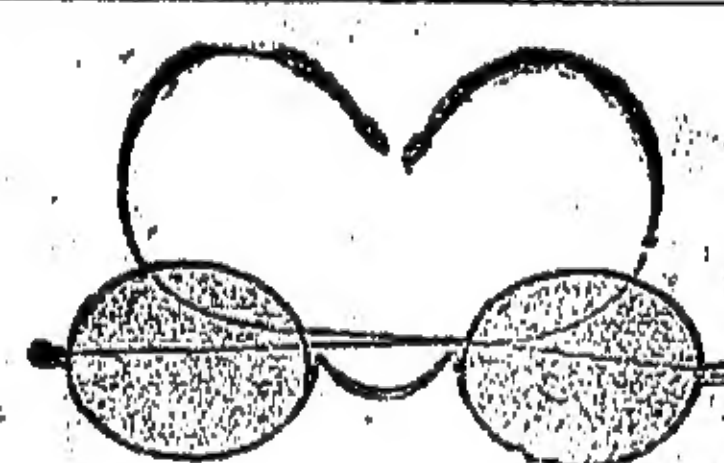
s.s. SAINAM, 588 tons, Captain J. Wilcox.
s.s. NANNING, 588 tons, Captain O. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER. 1985

N. LAZARUS,
OPTICIAN

No. 5, PED STREET
(UNDER HONGKONG HOTEL)



SIGHT TESTED FREE.
LENSES GRIND.
REPAIRS
A SPECIALITY.

CANADA ACCIDENT ASSURANCE COMPANY.

HEAD OFFICE, MONTREAL.
THIS Company issues the most Liberal and Clear policy ever offered in East. DOUBLE BENEFITS FOR TRAVEL, ACCIDENTS, FEVER, TYPHOID and SMALL POX Covered. Policies written HERE, in any Currency.
HONGKONG OFFICE: 14, DES VŒUX ROAD CENTRAL.
GRANT AND LESTLIE,
General Agents for China.
Hongkong, April 21, 1906. 692

JAPANESE CEDAR WOOD

FRAME MAKER.
JAPANESE CURIOS.
FUJIYAMA & CO.,
No. 9, D'ARVILLE ST.
Hongkong, June 2, 1906. 1151

Tailors.

R. HOUGHTON,
NAVAL, MILITARY AND CIVIL TAILOR.
16, QUEEN'S ROAD CENTRAL.
Hongkong, June 3, 1906. 1190

HONGKONG ICE COMPANY, LTD.

NOTICE.
IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1906, of FOUR DOLLARS per share.
DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after THURSDAY, the 2nd August.
The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st inst., both days inclusive.
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, July 20, 1906. 1451

CHIEE WING & CO.

28 & 29 LEE YUEN STREET (WEST) HONGKONG.
DEALERS IN
All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.
STEEL CIRCLES AND THES.
CORRUGATED IRON, FIG IRON, &c.
Suitable for
Shops, ENGINEERS AND HOUSE BUILDERS.
1297

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.
EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALITY.
FOR TERMS APPLY TO THE MANAGER. 804

SPLENDID PHOTOGRAPHS.

SHOWING
PRINCE TSAI TSE
Leaving Blake Pier, on his way to Government House, may be had from:
MEE CHEUNG, Photographs,
ICE HOUSE LANE.
Hongkong, July 12, 1906. 1627

'JANUS'

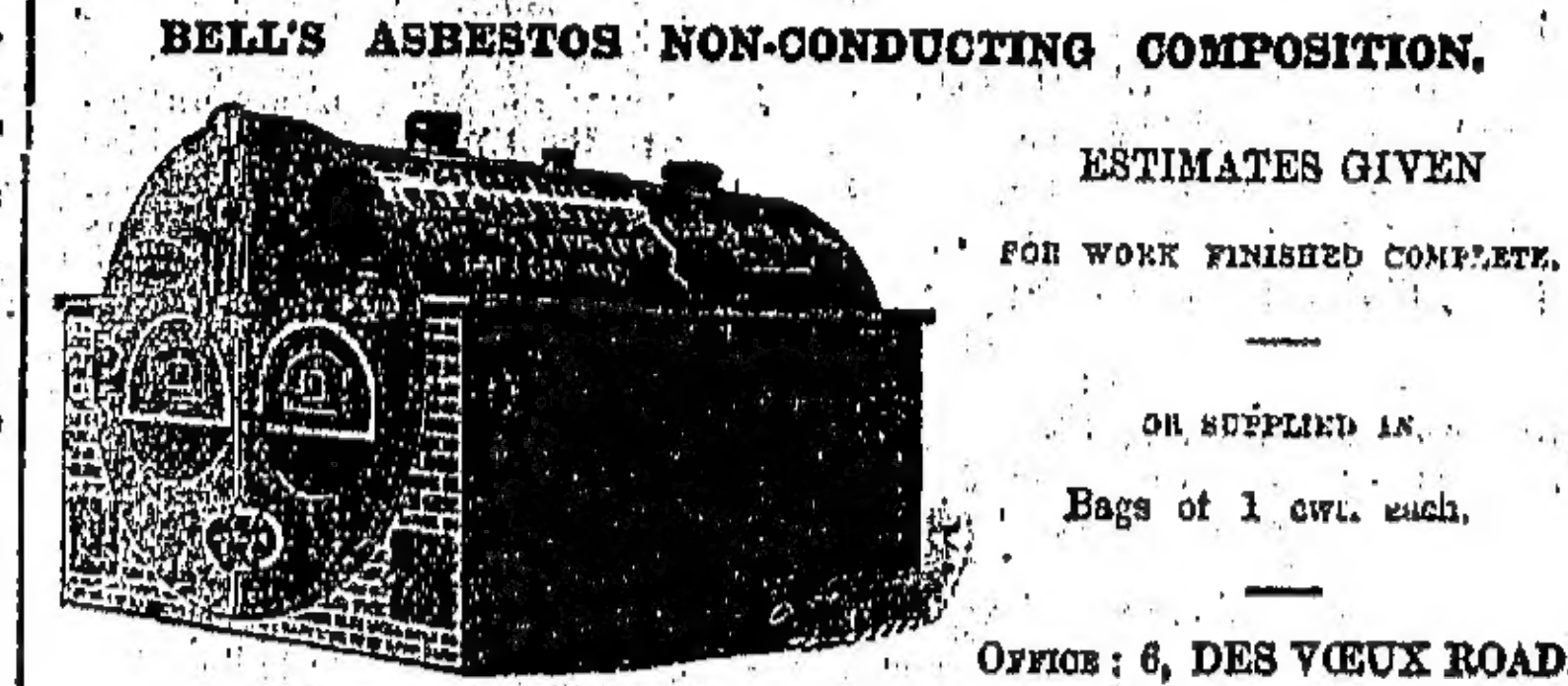
LIFE & ANNUITY INSURANCE CO., HAMBURG.
ESTABLISHED 1848.
ASSETS PER 31st DECEMBER, 1904. Mkrs. 58,400,000—equal to £2,600,000.
THE UNDERSIGNED, having been appointed GENERAL AGENTS of the above Company for Hongkong and China, are prepared to accept LIFE and ANNUITY INSURANCES, as well as to issue ACCIDENT POLICIES at the most liberal terms ever offered in the East.
SIEMSEN & CO.
48

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES WITH
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



LANE, CRAWFORD & Co.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.



LANE, CRAWFORD & Co.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED
FOOCHOW TEA.

PRICES:
Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

THE HONGKONG HOTEL.

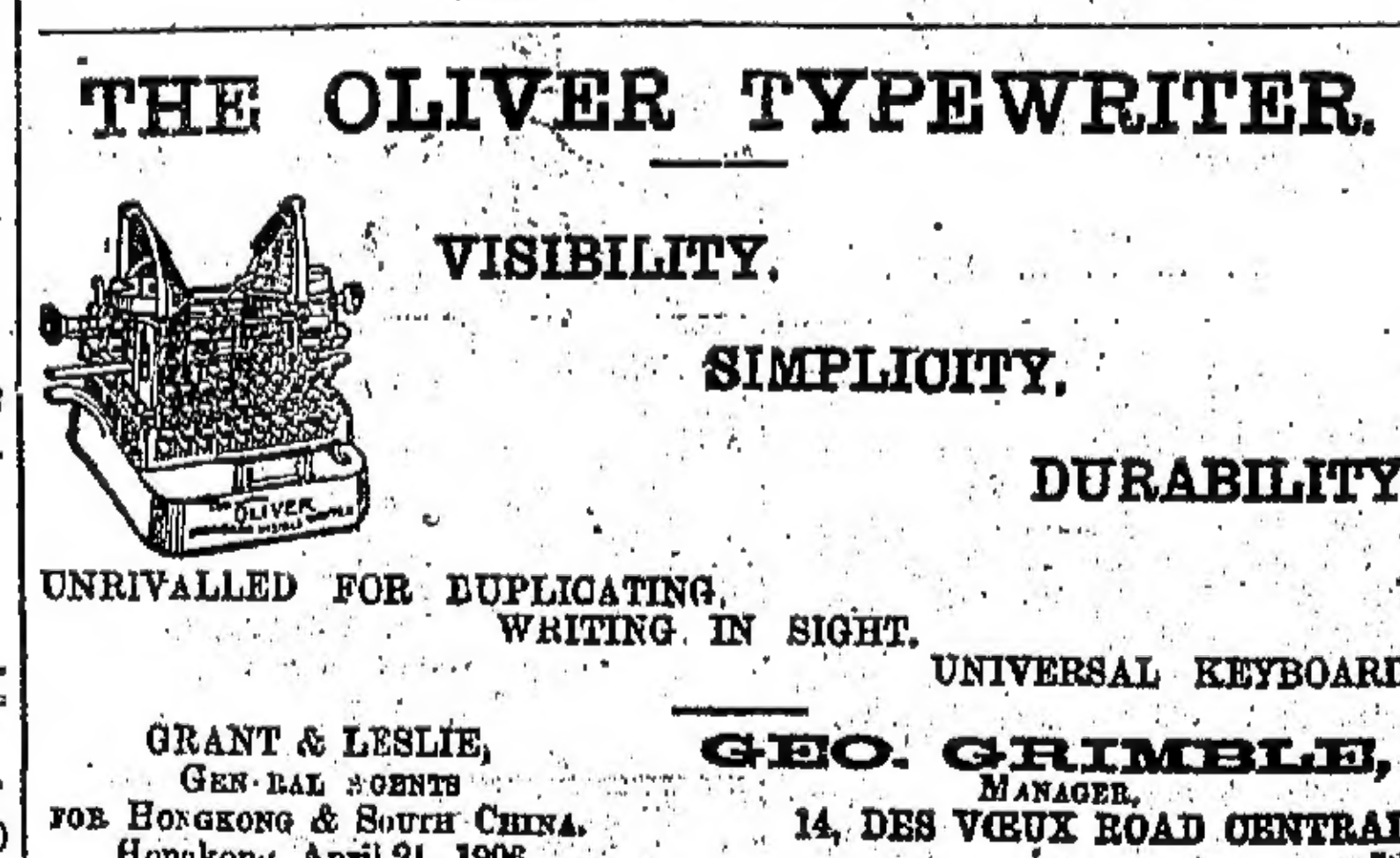
UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRA.
H. HAYNES, Manager. 2185

CHAMPAGNES

... FROM ...
CHARLES HEIDSIECK.
PURVEYOR TO HIS MAJESTY KING EDWARD.
SIEMSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN.
Hongkong, March 2, 1906. 650

THE OLIVER TYPEWRITER.

VISIBILITY.
SIMPLICITY.
DURABILITY.



UNRIVALLED FOR DUPLICATING WRITING IN SIGHT.
UNIVERSAL KEYBOARD.
GRANT & LESTLIE,
GEN. MANAGERS
108 HONGKONG & SOUTH CHINA
Hongkong, April 24, 1906. 726

CAMPBELL, MOORE & CO., LIMITED.

JUST RECEIVED NEW
POWDER,
PERFUMES, SOAPS,
HAIR FRAMES,
HAIR PINS,
&c., &c., &c.
PREACHING THE GOSPEL
IN
JAPAN AND TIBET.
By Prof. E. H. PARKER.
To be had at the 'CHINA MAIL' Office, 5, WYNDHAM STREET.
Price... .. \$1.00.

WEEKLY NEWS FOR HOME.

The Overland China Mail
Published to suit the Departures of each English and French Mail Steamer to Europe.
FULL REPORTS
ON ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)
17, PORT ARTHUR (including Postage).
'CHINA MAIL' OFFICE,
5, WYNDHAM STREET HONGKONG.

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.
In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS.
225

FAIRALL & CO.

CLEARANCE SALE.

FURTHER REDUCTIONS.

GOODS MUST BE CLEARED REGARDLESS OF PRICE.
7 AND 9, PEDDER STREET.

HOTEL BALTIMORE

LATE HOTEL AMERICA
2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED. AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf. Terms Reasonable. Apply to THE MANAGER. 1151

VICTORIA DISPENSARY

SOLE AGENTS FOR
V. R. O. LIQUEUR WHISKY
(Square Bottles) per doz. \$15.

'NESTOR' DISINFECTING FLUID

In 1 Gallon and 5 Gallon Tins.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.
SIEMSEN & CO.,
SOLE AGENTS.
Hongkong, March 2, 1906. 649

LEE LOONG & CO.,

FURNITURE STORE,
No. 14, QUEEN'S ROAD CENTRAL.
(Next Door to H. PRIOR & Co.)
All kinds of FURNITURE, CARVED (ANTON BLACKWOOD, CROCKERY and GLASS WARE KITCHEN UTENSILS, etc., etc.)
AT MODERATE PRICES. 173

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.
ROYAL ACADEMY PICTURES in 5 PARTS \$2.50.
PICTURES OF THE YEAR 70 Cents.
NEW STOCK
HAND-COLORED POST CARDS \$1.00 Per Doz. PLAIN 60 Cts. Per Doz.
EGYPTIAN CIGARETTES. VIKING NAVY CUT.
SOLE AGENTS FOR THE
BLICKENSCHER TYPEWRITER
\$85.00 and \$125.00 EACH. NEW STOCK.

'ROSBACH'

'EMPRESS OF TABLE WATERS.'
MIXES EXCELLENTLY WITH SPIRITS.
SOLE AGENTS:
Caldbeck, Macgregor & Co.,
WINE & SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL.

Intimations.

G. FALCONER & Co.,WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. are agents for ROSS'S FAMOUS TELESCOPES AND
SINGAPORE, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE 'EMPIRE TYPEWRITER.'

MIYAKO HOTEL,
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.

ENLARGEMENTS ON BROMIDE PAPER

AND FINISHED IN CRAYON.

ALL KINDS OF WORK DONE FOR AMATEURS.

82, QUEEN'S ROAD CENTRAL.

WILKS and JACK.MACHINERY AND ELECTRICAL SHOWROOMS.
Robinson Road, Howlooon.

AND AT VICTORIA BUILDINGS 5, QUEEN'S ROAD CENTRAL.

SOLE AGENTS FOR

THE GENERAL ELECTRIC CO., LD.OF
LONDON.

Electric Fittings,

Table Lamps,

Brackets.

'Freezer' Fan

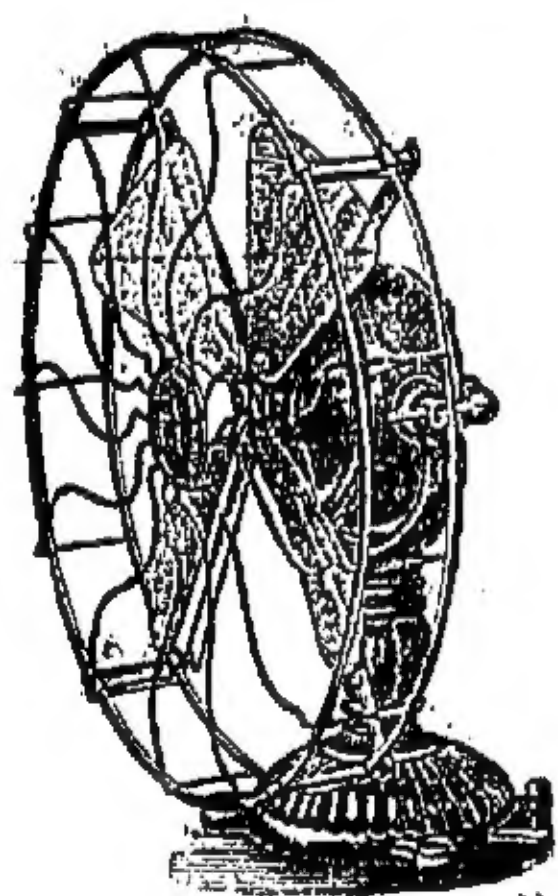
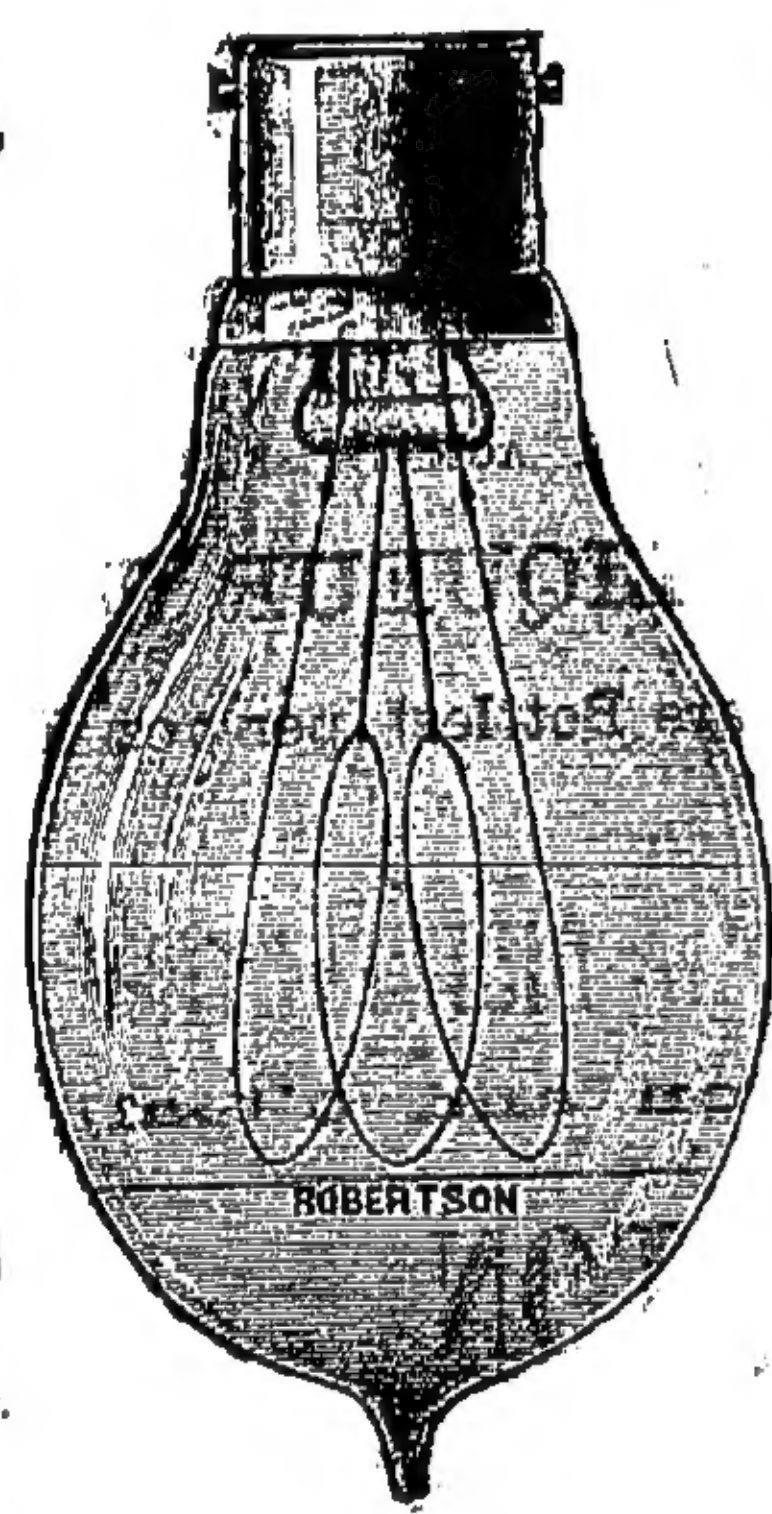
Motors.

Electric Lamps

Frosted and Clear.

ECONOMICAL

BRITISH MANUFACTURE.

TELEPHONE 328.
Hongkong, July 23, 1906.

LARGE STOCKS

EVERYTHING

ELECTRICAL

INSTALLATIONS.

SHIPS REPAIR

WORK.

EFFICIENT

Intimations.

MITSU BISHI CASHIWAISHA
(MITSU BISHI CO.)**COAL DEPARTMENT**

MARUNO-UCHI, TOKYO.

CABLE ADDRESS: 'IWASAKI.'

Which applies to all Branch Offices.

A1, ABO 6th Edition, Western Union

Codes used.

All Letters Addressed to:

MANAGER, MITSU BISHI CO.,

with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOI, KORE, KALATU,

SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs OHSANO & Co.

MANILA: Messrs MACDONALD & Co.

SOLE PROPRIETORS of Takasima,

Ochi, Shimizu, Naniwa, and Kan-

Yama Collieries and also Hojo Colliery,

which will shortly be ready to produce on a

large scale the best Buzen Coal.

The Head and Branch Offices and the

Agencies of the Company will receive any

order for Coals procured from the above

Collieries.

T. MATSUKI, Manager, Hongkong,

No. 2, Pedder Street.

Hongkong, April 25, 1906.

S.S. LAISANG GENERAL AVERAGE.

ARRIVED Hongkong from Calcutta,

PENANG and SINGAPORE 2nd Decem-

ber, 1905. On FRIDAY 29th NOVEMBER,

1905, between Singapore and Hongkong.

All Claims to be included in the above

GENERAL AVERAGE must be forwarded to

Messrs JARDINE, MATHESON &

Co., General Managers, INDO-CHINA S. N.

Co., Ltd., before JULY 31st, 1906,

otherwise they will not be recognized.

Hongkong, July 18, 1906.

1428

CORNELL & MANNERS

PRACTICAL ELECTRICIANS.

GOLD, SILVER AND NICKEL

ELECTRO-PLATERS.

ELECTRIC BELLS

Supplied, Installed, Repaired and

MAINTAINED.

87, PRINCE STREET, HONGKONG.

All Work under expert European

Supervision.

Hongkong, July 21, 1906.

1460

J. EYER'S

DISINFECTOR

P. EYER'S

FLUID

SOLE AGENTS:

W. G. HUMPHREYS & CO.,

BANK BUILDINGS.

Hongkong, May 18, 1906.

1024

THE BACK DOOR.

A SKETCH OF WHAT MIGHT

HAPPEN.

Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office,

5, WYNDHAM STREET.

Price \$1.00.

FOR CANTON.

THE new and fast Twin-Screw Steamer

SAN OUBUNG.

351 Tons, Captain J. McGOWAN, will leave

for Canton at 9 a.m. on SUNDAYS,

TUESDAYS and THURSDAYS and return

to Hongkong on the following days, leaving

Canton at 5 p.m. Excellent accommodation,

Electric Light, and perfect cuisine. Wharf

at Hongkong near Harbour Office.

First-class Fare \$3 each way. Second-

class \$2 each way. Meals \$1 each.

Cargo Freight very moderate.

CHEUNG-ON STEAMBOAT CO., LD.

No. 108, Connaught Road Central.

700

HONGKONG-MACAO LINE.

S. S. 'WING CHAI'

CAPTAIN F. AUGER, R.N.R.

THIS Steamer departs from Hongkong

on WEEK DAYS at 7.30 a.m., and

on SUNDAY MORNINGS at 7.30 a.m.,

and return from MACAO on Week Days

at 2.30 p.m., and on SUNDAYS at 2.30 p.m.

FARES:—Week Day 1st Class, including

cabin and "servant," Single, \$3. Return

Ticket \$5. 2nd Class \$1, 3rd Class 50 Cents.

On and after SUNDAY, the 29th Inst.,

(inclusive) the Special Fares will be:

1st Class Single \$1.00, with Cabin \$2.00.

1st Class Return \$2.00, with Cabin \$3.00.

3rd Class Single, 40 Cents, Return 80 Cents.

Storage 20 Cents each trip.

Any Meals can be supplied on Board at

a charge of \$1.00 per Meal.

First-class Passengers who do not care

to return on the Excursion Sunday, will be

allowed to do so the following day (Mon-

day) on production of the Return Half

Ticket. Should the Steamer not run on the

Monday, owing to the Boiler Cleaning, due

notice will be given by the Captain, and the

Half Ticket will be available for the follow-

ing day. The Ship is fit throughout by

Electricity.

The Steamer's Wharf at Hongkong is at

the Western end of Wing Lok Street.

SAM WANG COY.

81, Queen's Road Central.

Hongkong, June 22, 1906.

1904

Intimations.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL

MEETING of the above named Company

will be held at the Registered Office of the

Company, ALEXANDRA BUILDINGS, Des

Vaux Road Central, Victoria, Hongkong,

on TUESDAY, the 1st day of July,

1906, at 12 o'clock Noon, when the follow-

ing Resolutions which were passed at an

Extraordinary Meeting of the Company

held on Saturday, the 14th day of July,

1906, pursuant to the Order dated the 28th

day of March 1906, made by the Court of

Hongkong in its Original Jurisdic-

tion in Action No. 371 of 1905 will be

submitted for Confirmation as Special

Resolutions:—

1. That the Special Resolution being the

Fourth in Number passed and con-

firmed at Extraordinary General

Meetings of this Company held on

the 3rd and 20th June 1905, respec-

tively together with all Agreements

entered into thereunder and particu-

larly the Agreement in writing

bearing date the 18th day of October,

1905, made between this Company

and its Liquidators (Messrs D. H. C.

PERRY & Co.) of the one part and

the PEAK TRAMWAYS CO., LTD., of

the other part be and the same are

hereby rescinded.

2. That the Draft Agreement submitted

to this Meeting and expressed to be

made between this Company and its

Liquidators of the one part and the

'PEAK TRAMWAYS CO., LTD.' of the

other part be and the same is hereby

approved and that the said Liquidators

be and they are hereby authorized

pursuant to Sections 201 and

202 of the Companies Ordinance

to enter into an Agreement with

the said 'PEAK TRAMWAYS CO.,

LTD.' in the terms of the said Draft

and to carry the same into effect with

such (if any) modification as they

may think expedient.

Dated 18th July, 1906.

JOHN D. HUMPHREYS & SON,

Liquidators.

146

THE HONGKONG CANTON & MACAO

STEAMSHIP COMPANY,

LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY

HALF-YEARLY MEETING of

SHAREHOLDERS in the Company will

be held at the OFFICE of the COM-

PANY, HOTEL MANSIONS, on TUESDAY,

the 14th August, at Noon, for the purpose

of receiving a Report of the Directors

together with a Statement of Accounts,

distributing a Dividend, confirming the

appointment of a Director and electing

Directors and Auditors.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from the 1st to the

14th August, both days inclusive.

By Order of the Board of Directors.

W. E. CLARKE,

Secretary.

Hongkong, July 19, 1906.

1466

HONGKONG HIGH-LEVEL TRAM-

WAYS COMPANY, LIMITED.

(IN LIQUIDATION)

TIME TABLE

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 2.45 p.m. Every 15 minutes.

2.45 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 4.30 p.m. Every 15 minutes.

4.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 6.30 p.m. Every 15 minutes.

6.30 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 7.30 p.m. Every 15 minutes.

7.30 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 8.30 p.m. Every 15 minutes.

8.30 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 9.30 p.m. Every 15 minutes.

9.30 p.m. to 10.00 p.m. Every 15 minutes.

10.00 p.m. to 10.30 p.m. Every 15 minutes.

10.30 p.m. to 11.00 p.m. Every 15 minutes.

11.00 p.m. to 11.30 p.m. Every 15 minutes.

11.30 p.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 2.45 p.m. Every 15 minutes.

2.45 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 4.30 p.m. Every 15 minutes.

4.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 6.30 p.m. Every 15 minutes.

6.30 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 7.30 p.m. Every 15 minutes.

7.30 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 8.30 p.m. Every 15 minutes.

8.30 p.m. to 9.00 p

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Per Case of 48 Pints	\$8.50
Per Dozen Pints	\$1.70
Per Case of 100 Pints	\$8.50
Per Dozen Pints	\$1.70

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Experts Testify That

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WHOLESALE & RETAIL
PALESTINEGINGER ALE
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PER CASE 48 PINTS	\$7.75
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JUST RECEIVED

ANTISEPTIC
BLOC.NO more PIMPLES or IRRITATION
after SHAVING, this preparation will be
found very useful for Gentlemen who
shave themselves.SUBSCRIPTION FOR SHAVING, etc.,
TAKEN BY THE MONTH.ALL KINDS OF
HAIR WORK DONE.
Hongkong, April 25, 1906.A. S. WATSON
& Co., Ltd.BULL
DOG
BRAND
LIGHT
ALE

QUARTS, PINTS

AND

SPLITS.

This ALE, brewed expressly
for ROBERT PORTER & CO.,
LTD., is bottled under a Special
System which enables the best
Characteristics of a Good KING-
LISH ALE to be combined
with Extreme Lightness of
Character and a practical FREE-
DOM from SEDIMENT—a
result hitherto deemed unat-
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" 8 " Pints. 24.00

" 12 " Splits. 27.00

Per Dozen Quarts. 4.50

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Splits. 2.40

SOLE AGENTS:

A. S. WATSON & CO.,
LIMITED.

WINE & SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.
Hongkong, July 25, 1906.

BIRTH.

SPRATHE.—On July 21 at No. 6, Park
Lane, Shanghai, the wife of H. Sprathe, of
a son.

DEATH.

McLENN.—On July 21 at 165, Babbington
Well Road, Shanghai, STEWART MURRAY
McLENN.

MEMOS. FOR TO-MORROW.

Auctions.

2 p.m.—Auction of Household Furni-
ture, &c., by Messrs Hughes & Hough,
at No. 56, China Road.2.30 p.m.—Auction of Household Furni-
ture, &c., No. 9, Faidar's Hill.

General Memoranda.

MONDAY, July 30.—
Goods per *Ernest Simons* unclaimed after
this date at Noon will be subject to
rent and landing charges.Goods per *Monmouthshire* undelivered
after this date subject to rent.TUESDAY, July 31.—
Noon—Meeting of Hongkong High-Level
Tramways Co., Ltd., at Registered
Office.Goods per *Arratoon* appear undelivered
after this date subject to rent.Goods per *Moldavia* not cleared at 4 p.m.
on this date subject to rent.WEDNESDAY, August 1.—
Transfer Books of Hongkong, Canton &
Macao Steamship Co., Ltd., close from
this date to 14th August inclusive.THURSDAY, August 2.—
11 a.m.—Auction of Ladies' Underwear,
and Dress Material, &c., at Mr Geo. P.
Lammert's Sales Rooms.FRIDAY, August 3.—
2 p.m.—Auction of Household Furni-
ture, at No. 1, Morrison Hill Gap.MONDAY, August 6.—
Transfer Books of Hongkong & Whampoa
Dock Co., Ltd., close from this date to
20th August inclusive.TUESDAY, August 14.—
Noon—Meeting of Hongkong, Canton &
Macao Steamship Co., Ltd., at Co.'s
Office.3 p.m.—Auction of Leasehold Property,
at Messrs Hughes & Hough's Sales
Rooms.MONDAY, August 20.—
Noon—Meeting of Hongkong & Wham-
poa Dock Co., Ltd., at Co.'s Office.

The China Mail.

HONGKONG, FRIDAY, JULY 27, 1906.

SHIPPING WARS.

We published yesterday an interest-
ing account of a shipping war which
has been started between the British
India Steam Navigation Company and
the Shah Line on the run between
Tuticora and Colombo. The "war"
seems to be carried on with consider-
ably more bitterness than is usually
the case when these differences arise
between shipping companies. Com-
petition of this kind results in the
merchant and passenger gaining an
advantage, but that advantage is only
temporary and it has to be paid for,
with heavy interest, later on. Ob-
viously the cutting of fares and freight
can only be carried to a certain
extent. After a while each of the
competing lines is steadily losing and
the question resolves itself into the
simple problem which has the longer
purse. One of two things must
happen. Either the weaker of the
lines from a financial standpoint must
make terms with its adversary or it
must retire from the run. In any
case the passengers and shippers are
immediately called upon to repair the
waste that the war occasioned and,
as a rule, they have to continue
paying through the nose for the
brief period when they stood perplexed
between the generous offers of the
two rivals. It is a great pity
that there should be these inter-
ferences with the regular course of
commerce. They really profit no-one
and like every other kind of warfare
they are susceptible of arrangement.
Healthy competition is of course a
good thing as it prevents the growth
of monopolies, but out of competition
is every whit as harmful as mono-
poly. Shippers generally have a very
fair notion whether they are getting
the "square deal," as Mr Roosevelt calls
it, from the shipping company with
which they transact business. As
long as they are paying a rate which
gives a fair profit to the shipping
company and at the same time enables
them to transport their produce to its
market at a rate which enables them
to secure a fair return on their outlay,
they have nothing to complain about.
In such circumstances the merchants
who encourage competition with an
idea of securing an undue advantage

for themselves are acting in a very
short-sighted manner. They are
throwing away the substance to clutch
at the shadow. Shipping companies
cannot afford any more than anyone else
to carry on operations for the fun of the
thing, and, if for a time they have to
make ridiculous offers in order to
attract business, such inducements are
but as the "burley" which the fisher-
man spreads broadcast in the water to
disguise the fact that a hooked bait is
in waiting. Industrial wars are just
as wasteful and just as productive of
evil as wars between nations and we
trust that the same inclination towards
arbitration and compromise which is
being exhibited by the nations to-day
will soon manifest itself among the
great companies which operate on the
waters of the world.

It is quite natural, of course, that we
should receive several new applications
every day for the CHINA MAIL. Some
orders are intelligent and legible, some
not; some are in pidgin English; some
misspelt; some in which it is almost
impossible to decipher the name and
address; some with cheque first, order
second—others, order first, cheque no-
where. But of all the amusing letters
we have received the following is one
of the best:—"DEAR SIR,—Please
forward to my address a copy of the
"CHINA MAIL" so that, after referring
it I subscribe for the same. Don't
remain quiet without sending the same.
You must send it without fail on the
behalf of a foreigner who wrote to you
ardently. I have a good mind also to
pay you down the price of it by the
next mail after the receipt of the paper.
Hoping that this earnest and longing
request of mine will not be turned a
deaf ear to.—I am, Dear Sir, most
faithfully yours," etc.

Could anyone refuse such an appeal?

And at last the sea-serpent has vin-
dicated itself. Mankind, hitherto
incredulous, and willing to listen and to
soothe, can now take it on the authority
of no less a scientist than Mr E. B. Meade
Waldo that the stories of a serpentine
monster so often told by the men who
go down to the sea in ships have some-
thing in them after all. Until now it
has never been the fortune of the land
lubber to catch a glimpse of the denizen
of the deep of which the home-comers
from long voyages to strange lands and
seas have been wont to tell the gaping
crowd at the village pub, though many
of the thousands of constant travellers
over the illimitable waves have looked
in vain for some evidence of strange
and mysterious animals in the ocean
solitudes. No, it has been left for the
professor named and a companion natu-
ralist, Mr M. J. Nicholl, to place the
doubts of the world at rest, despite Mr
Frank Bullens very recent assurances
that the sea serpent, like the famous
Mrs. Aris, did not exist. This novel-
list of the sea told a Sydney audience
quite recently that those persons who
declared that they had witnessed the
serpent disposing itself either drunk
more than was good for them or witness-
ed a whale endeavouring to do unto
death one of the monster cuttle fish that
creep deep down where the lone cables lie.
The theory is now upset. Travelling on
the "Valhalla," the well-known yacht of
Lord Crawford, in December, 1905, the
naturalists were on deck about 10 o'clock
one morning when off Puna, and they
saw their attention was caught by a
curious sail-like object of some 4 ft.
long and 2 ft. high waving from side
to side in the water. No sooner had
they turned their glasses on to this
strange object than there appeared a
huge, eel-like neck, some 6 ft. long, and
as thick as a man's thigh, and this
neck was surmounted by a great turtle-
like head with large eyes, now borne
high above the sea, which was quite
calm. It was dark, coloured above
and silvery white below. After a few
moments the head and neck were
slowly lowered, and when level with
the water were violently lashed from
side to side, churning up the sea into
a great sheet of foam, and then it
vanished. Adverse winds caused the
ship to beat about so that at midnight
they were only twenty miles from the
scene of the morning. This is note-
worthy, because when Mr Nicholl came
on deck after breakfast one of the
officers came up and reported that
during the night he saw a strange

commotion in the water. At first he
thought it was a rook "awash," but a
most careful examination showed that it
was a beast of some kind, travelling fas-
ter than the ship, which was then mak-
ing only about eight-and-a-half knots.
The officer "hailed the deck" and the
look-out man, and thus got witnesses
to this weird phenomenon. Though
the sea was calm, and there was a
bright moon, nothing satisfactory could
be made out owing to the "wash"
which the creature was making; but
in its movements it resembled a
submarine travelling just below the
surface. In the face of all this what
is to be said by that perverse person
who refuses to entertain any belief at
all in deep-sea monsters, whilst he yet
has faith in his scientists. Either the
reputation of the scientist has to go
by the board or the sea-serpent has
to be accepted as a living entity.
What will Mr Bullen do about it?

LOCAL AND COAST NEWS.

The Rest House Hotel at Chinwangtao
has been struck by lightning; the roof of
one side was torn off and a bedroom wreck-
ed, but luckily it was unoccupied at the
time.

A death inquiry was held, at the
Magistrate's this afternoon, concerning the
death of a coolie who was killed during an
opium raid. The deceased and a number
of others tried to escape when the
officers entered and he was subsequently
found on the ground below. Deceased
died from the injuries received in the fall.
A verdict of accidental death was returned.

Balloon Accident at Shanghai.

Mr J. M. Ryan met with a nasty
accident on July 19 at Shanghai. He was
trying his new balloon, which was only
being held by one rope, when a gust of wind
caught the big silk bag, and the rope parted
and the balloon rose in the air with Ryan
clinging to the rope. He was dashed
against the corner of a foreign house in
Chang Su Ho's gardens, but luckily held
on till he came in contact with some tele-
phone wires, which were broken and Ryan
fell, a distance of about forty feet. For-
tunately he escaped serious injury.

Russian Activity at Harbin.

A vernacular contemporary states that
a Chinese merchant who recently returned
from Harbin to Mukden, says that the
Russians are showing extraordinary activity
at Harbin. A number of huge godowns
had, recently been constructed near the
railway station and the town presented an
appearance of prosperity unknown before
the war. Order had been completely
restored. It was apparently the intention
of the Russians to make Harbin their chief
base in time of war and the merchant in
question considered that eventually there
would be serious diplomatic trouble between
Russia and China in view of the evident
intention of the Russians to retain pos-
session of North Manchuria.

Russia and Japan.

The *Far East*, a Russian newspaper
published at Harbin, discussing the rela-
tions between Russia and Japan says the
present situation is one of armed neu-
trality, not of peace. Japan was still busily
making war preparations and consequently
showed no desire to evacuate Manchuria.
The action of Japan in annexing Korea
under the pretence of establishing a pro-
tectorate would necessarily cause friction
between Russia and Japan. Strong de-
fensive works were being constructed at
Seoul, Wiju, Ping-yang and in the north-
eastern portions of Korea, which could
only be regarded as a menace to Russia.
The article concludes by stating that so far
from the Japanese evacuating Manchuria
fresh soldiers are arriving daily at Tieh-
ling. The allegation is also made that
Vladivostok and the littoral is infested by
Japanese military spies.

Norwegian and Japanese Fishermen.

In reference to a paragraph published
a few days ago in regard to the formation
of a Company comprised of Japanese and
Norwegians to exploit the fisheries off
Japan and Korea, further particulars have
now come to hand. It appears that owing
to the depletion of the fisheries off Norway
the Government has ordered a temporary
"close season" and that many fishermen
and their boats and appliances are in con-
sequence idle. A Norwegian expert was
sent to Japan to see whether there was
any prospect of finding employment for
the fishermen in the surrounding seas.
The preliminary investigation, proving
satisfactory, has been agreed, subject to
more exhaustive enquiries, that a company
financed by Norwegian and Japanese
capitalists shall be formed to work the
Japan Sea, Korean Sea and the waters
round Saghalien.

THE MISTAKES OF YOUR LIFE.

Do not number among the mistakes of
your life that of neglecting to procure
a bottle of Chamberlain's Colic, Cholera
and Diarrhoea Remedy. Some of our
family may be suddenly attacked with
cramp colic or diarrhoea, which are always
prevalent during the warm weather, and
immediate relief is then necessary. Get it
to-day, it may save a life. For sale by all
chemists and druggists.

BY TELEGRAPH.

RUSSIAN SITUATION.

JEWS IN ODESSA ALARMED.

Afraid to Sleep in Houses.

(Exclusive Service, Supplied by Reuters,
via Bombay.)
LONDON, July 26.

Ten thousand Jews were encamped
in the open at Odessa last night, being
afraid to return to their homes.
An attempt, a parody of local
origin, was made yesterday to pro-
voke a massacre of Jews, but it was
suppressed by orders from St Peters-
burg.

Wednesday was generally quiet all
over Russia.

The labour organisations are res-
training the workmen and discourag-
ing premature strikes.

(REUTERS SERVICE.)

Duma Members Return.

LONDON, July 25.

The members of the Duma returned to
St. Petersburg yesterday; they were not
molested.

At the conference at Viborg, they
decided to form vast organisations for the
object of turning the army against the
Government.

Jews Killed.

LONDON, July 25.

Renewed disturbances have taken place
in Odessa and some Jews have been killed.
The town is panic stricken and the
inhabitants are fleeing.

Russian stocks continue to fall.

Drastic Measures.

LONDON, July 25.

A wholesale suppression of newspapers,
and arrests continue throughout Russia.
The Government of Russia has warned
shipowners that they have decided to
inspect and arrest vessels suspected of
running guns.

An Appeal of the People.

LONDON, July 25.

The Moderate Members of the Duma
have issued an appeal to the people to
submit to the will of the Tsar, and to
prepare new elections; it would be
criminal to strike against the Imperial
power at the present crisis.

QUEEN WILHELMINA.

LONDON, July 25.

Queen Wilhelmina has suffered another
miscarriage.

THE PRISON OUTBREAK AT
YUEN KONG.Desperate Hand to Hand
Conflict.

A few evenings ago we made a brief
reference to an outbreak of prisoners at
Yuen Kong a place situated to the South
of Hongkong on the coast. It appears that
the prisoners had laid their plans carefully,
and acted in concert.

The two local mandarins in charge of the
prison, and prisoners, had been ordered off
to Yan Ping, a district some distance away,
in order to arrest robbers, and that they
were going was known to the prisoners.
They were of course accompanied by a
large contingent of their soldiers. The
prisoners who were undergoing sentence of
hard labour waited till the evening, and
then managed to attract all the warders
present into the shed in which they were
working.

They suddenly fell upon them, overcame,
and gagged them. They then seized upon
the hammers and other implements which
they had been using in their daily work,
and freed themselves from the chains that
they always wear around their ankles, and
armed with these hammers, implements,
and even knives they rushed out of the shed
in a wild body.

The governor and others by this time
suspecting that something was wrong, were
rushing towards the shed to ascertain the
state of affairs, when they were met by the
maddened prisoners, and knocked down
senseless or rendered helpless by knives.

The freed men then rushed into the
prison itself, which in addition still in-
carcerated some tens of men. They fur-
ther overcame the warders and turnkeys
and liberated all the men.

Up to this point apparently they had
suffered little and had had things all their
own way. Moreover they had not some-
times by this time and were rushing in a
mass through the main way to the big
gate which alone separated them from free-
dom. Here they were met by Sung Shiu
Ki and some others who had gathered around
him, and a hand to hand fight occurred, in
which firearms and other weapons were
used on both sides. But the prisoners
again were the victors.

By this time, however, the news of the
revolt had spread, and Major Li, with some
soldiers, appeared on the scene, and at
once fired on the retreating prisoners and
killed six of them at the first volley.
They also managed to seize eight rifles.
Then began a running fight. The re-
treating prisoners fired on any soldier
whom they saw, as they were retreating,
and in turn were fired upon. This went
on till darkness compelled the pursuers to
desist.

BY TELEGRAPH.

THE COMMISSIONERS' MEMORIAL.

CONSTITUTIONAL GOVERNMENT URGED.

(Chinese Mail's Service.)

PEKING, July 26.

In their memorial to the Throne, Prince Tsai te and Sheng Chi Heng urge the early adoption of a constitutional Government for China.

EMPRESS DOWAGER ILL.

SEARCH FOR A DOCTOR.

(From Native Source.)

PEKING, July 26

The Empress Dowager is ill. The Imperial Medical Adviser has administered medicine, but without result.

A telegram has been sent to the Viceroy of Liang Kiang for the engagement of a doctor.

IN THE NEW TERRITORY.

Castle Peak Farm

The heavy squalls and deluges of rain that have swept over the island during the past day or two have vividly impressed on the mind of the stranger the warning of Kipling's East Wind.

"Look, look well to your shipping! by the of breath my mad typhoon swept your close packed farms and beached your best at Kowloon!"

The wind has really begun again on occasion to make one believe that nothing less than a full fledged typhoon was coming along without apology or by your leave, and the blinding curtains of rain that have swept down to the entire obscurity of things a few yards off have been physically disturbing to a degree.

But the rain is badly needed, and the wind, as long as it does not spread to the ground a few of our jerry-built houses or dilapidated harbour work, hardly matters. The local reservoirs have been in need of replenishment for some time past, and the thirsty soil of the New Territory has been crying—if the earth can cry, and there is no reason why it shouldn't since it is commonly designated Mother Earth—for all the rain that can be showered upon it.

Though the vegetation in the Territory looks verdant and succulent, the earth is, or was a week ago, as dry as the proverbial bone. A representative of the CHINA MAIL was out in the New Territory then and took occasion to pay an unexpected visit to the Castle Peak Farm.

This oasis in the midst of barren hills is delightful to look upon at this time of the year, and to those who yearn for a spectacle of the earth yielding all that is best in the vegetable kingdom without the aid of the obnoxious Chinese manures it is a satisfying sight.

Here the expert farmer has brought into vogue European cultivation. Streams of pellucid water are to be seen trickling amongst the fruit trees, the sugar cane and the vegetables, the water being brought from a distant stream by iron pipes.

Everything is green and flourishing. Grapes, bananas, apples, pears, oranges, water melons, musk melons, liches, pine-apples, and numerous other varieties of fruits grow here in abundance in their respective seasons, and above all the crisp juicy lettuce, the radish, the water cross, and the hundred and one tasty greens that the soul—or the inner man—yearns for here but is forbidden because mostly the tender leaves are the homes of countless microbes, can be got from beds cultivated on essentially European lines.

Mr O. H. Kim, the Manager of the Farm, assured our representative that no Chinese methods are tolerated, and indeed that was clearly obvious. Bean cake and other fertilisers are the principal ones used, and over the pure mountain waters run throughout the length and breadth of the farm.

The pig sties were visited, and they were found to be in a condition of cleanliness that is never associated with such places, for, having concrete floors they are kept constantly washed by water from an adjacent stream.

The terrible indictment made some time ago in the Sanitary Board against the vegetables that are Chinese grown does not hold in regard to Castle Peak. Here the European people who like properly grown vegetables can buy and know that the product is clean, and wholesome, and this article is written not as a cheap advertisement for the farm, but so that the fabled inhabitant who relishes a taste of good vegetable will know where he can satisfy the want if he is so disposed. The farm is owned by Mr. Li Pak, and visitors will be always welcome. Mr. Li did not say so, but we are sure such is the case.

COLIC AND DIARRHOEA.

PAINS in the stomach, colic and diarrhoea are quickly relieved by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. When in need of such a medicine, give it trial. For sale by all chemists and druggists.

THE BUILDING DISPUTE.

Useless Window Space.

The hearing was continued by Mr F. A. Hazeland, at the Magistrate's office, of the case in which a Chinese property owner named Fung Chun Yuen was summoned by the Building Authority for failing to comply with a notice requiring the removal of certain wrought iron partitions. Mr W. W. Slade continued his cross-examination of Mr T. Perkins (Chief of the Building Department). Mr Perkins, in the course of the cross-examination, said that when he visited the houses yesterday they were very dark in portions. The houses had an unusually large number of windows for Chinese houses but they were not effective windows. There was a wall at the back which obstructed the light, especially on the bottom floors. He did not remember Messrs Palmer and Turner pointing out that they could comply with the laws as to window space by putting in large glass windows in the bathrooms, kitchens and in the covered way running from the house to the kitchens, where the windows would be quite useless. He did not think that the houses in question were better supplied with window space, in proportion to their size, than most Chinese houses. These houses were not as well lighted as those on the Praya close by now that they were split up by the partitions. Witness did not rely to a letter from Messrs Palmer and Turner asking why the plans for the partitions could not be approved, and which section of the Ordinance was contravened. The average width of a Chinese shop was 16ft. and average depth about 40ft.

Mr Bowley—On a fine day (the sort of day when the architect would take his friends to see the houses) if the windows were not obstructed and the partitions were removed would the houses be well lighted?

Mr Perkins—Only moderately well lighted.

Mr Slade—I hope your Worship will go and see the houses.

His Worship—I intend to either to-morrow or Sunday.

Witness continued that the iron partitions adversely effected the lighting of the houses. Seventeen Chinese houses could be built on the space in such a way as to give the Building Department.

This concluded the case for the prosecution.

Mr Slade addressing the Court contended that the nuisance notices served upon his client was bad in law. It was made out under the wrong section of the Ordinance and had also because no nuisance was specified. A Magistrate only had power to order the nuisance specified in the notice to be removed. No nuisance was specified. The partitions were legal partitions but defendant had contravened the ordinance by putting them up without permission. The case was brought out of sheer annoyance by the Building Authority. The idea was simply to have the partitions pulled down so that they would be put up again with authority.

At this stage the case was further remanded.

CORRESPONDENCE.

THE WEST RIVER STEAMERS.

(To the Editor of the "CHINA MAIL.")

SIR,—Having in view the recent "Siam" piracy I think a few words regarding the West River steamers would not be out of place provided you can spare space in your paper. The steamers in question are inadequately officered, some carrying only one white man (a master) whilst the most carried by any steamer is three, viz., master, chief officer, and chief engineer. In these ships the chief officer takes no part in the navigation of the vessel, but attends to the cargo work. Under these circumstances it frequently happens that the ship is left entirely in charge of the Chinese pilot, the master and other European members of the crew having left the deck to obtain necessary rest. It is true that Indian watchmen are usually carried and are fairly trustworthy, but for a British steamer it is only fair to the passengers carried and also for the safe navigation of the river that a duly certified British officer should always be on watch; in fact I have often wondered that the insurance companies, with whom the ships and cargo are insured, do not insist on this being done. The West River steamers appear to be always fully loaded, in fact one left Hongkong recently so deep that the ripples from a passing launch washed across the main deck. I should judge that she had not more than four inches of free board, so the owners cannot put forth the plea that the steamers are not paying, as their reason for not carrying an adequate number of officers, especially when the powers that be allow them to load their ships as deeply as they wish and do not bother them with such things as load lines. Hoping others, who have travelled in the steamers, will air their views on the subject and enclosing my card—I remain, etc.,

BIRMINGHAM.

Hongkong, July 26.

[We have made inquiries regarding the number of officers carried by the West River steamers and have not been able to hear of any that carry only one European officer. The Hongkong and Macao Steamboat Company's steamers, for instance, carry not less than three Europeans, and in the case of the Canton boats as many as five or six, and always have an armed guard of watchmen. Smaller boats, naturally, carry fewer officers but three Europeans appear to be the usual number. The authorities inform us that there are heavy penalties provided for loading river steamers as well as any others not authorized, load line, and appear to think our correspondent's statement in this respect somewhat exaggerated.—Ed., C.M.]

CANTON AUTHORITY AND THE PRESS.

A Warrant For The Editors.

(From Our Correspondent.)

CANTON, July 26.

By order of the Viceroy, the Nam Hoi Magistrate accompanied by some soldiers proceeded to arrest the editors of the "See Man Po."

The Editors were not in the office and the accountant was marched away.

In the afternoon of the same day, the Magistrate went to the "Tung Ah Po" with a similar purpose, and another arrest was made.

THE CANTON-HANKOW RAILWAY.

Sheng Kung Po's Letter of Advice.

(From Our Correspondent.)

CANTON, July 26.

Referring to the employment of Belgian engineers for the Canton-Hankow Railway, His Excellency Sheng Kung Po wrote to the directors here to the following effect. Foreign engineers are in some respect very loyal employees; but of course there is great difference in the fact that the capital is our own capital and not foreign money.

The salary for the Belgian engineer was 2000 francs a month which was afterwards increased to 2500, equivalent to 3800 taels.

With regard to salary, Belgians are cheaper than Americans.

In the Liang Hsian, Japanese engineers are employed in the line. I am unable to say whether there be any difference in that respect in the South. Sheng promised to send a copy of the regulations in use in the Lu Han Railway.

MR SUTTOR IN SYDNEY.

Mr J. B. Sutor, Commercial Agent in the East for New South Wales, was interviewed by the leading newspapers upon his arrival in Sydney and amongst other things said that, during a close study of Japan and the Japanese for three years, the feature which most forcibly struck him was the elaborate and liberal efforts made to enter into the spirit of Occidental commercialism, high amongst which stood the national scheme of education. All through the country there are marvellous evidences of industrial progress. "Japan," said Mr Sutor, "occupies a position to-day analogous to that held by England when Queen Victoria came to the throne. She is dependent upon the importation of raw materials, and Australia should remember that woollen goods now made in Germany and elsewhere will shortly be made in Japan, which has cheap and adaptable labour. The national taste has so changed within three years that whereas then poor qualities of material were popular, now better grades in everything are demanded. In wool this is particularly noticeable, and to-day 'Bradford tops' represent the standard in requirements. The importations of high-class and all wool and woollen goods for the past year show a tremendous increase over the previous term. Then in wheat Japan is looking for the best, and it is pleasing to find that Australian grain holds top place in the merchants' estimation, though I regret to say occasional poor lots are sent over there. An order for 10,000 tons of wheat was lost to Australia simply because a badly bogged consignment was sent across. America got the order. Later, since some Australian commercial men have visited the East, more attention seems to have been paid to the method of bagging."

In view of the phenomenal expansion of the world's trade in the Far East, an expert view as to the extent to which Australia may share in at least interesting, and Mr Sutor views the prospect with very great favour, provided the Eastern merchants are properly moved. Australian trade with Japan alone for the year just closed is more than three times as great as that of the previous two years, and the excess of exports from Australia over imports from Japan is greater than the total trade for 1893. The chief lines were wool, grain, and metals. But that proportionate advance does not imply the existence of a trade of volume sufficient to satisfy Australia. That volume is quite out of proportion to the advance in the world's trade in the Far East, as may be seen when it is said that last year the port of Hongkong, the Golden Gate of the Orient, had the largest shipping business of any port in the world, not excepting Liverpool and New York.

Mr Sutor looks on China as a great field for Australian commercial enterprise. It is a field which once gained would not be easily lost, but if errors are made at the outset, the getting of a footing there will be long delayed. He is indignant at the statement made by some Sydney merchants that he made too much of the re-bagging of flour incidents, and urges that in view of the temperamental of the commercial classes of the East, the re-bagging of flour incident was necessary. One foreign merchant made £3000 in one transaction by re-bagging American flour and selling it as Australian, just at a time when the excellence of the latter was being recognized. Owing to the action taken, and the strong support which has come from His Excellency Sir Matthew Nathan, the practice is ceasing.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

THE great success of this preparation in the relief and cure of bowel complaints has brought it into almost universal use. It never fails, and when reduced with water and sweetened is pleasant to take. It is equally valuable for children and adults, and is the only remedy that will cure chronic diarrhoea. Every bottle will be warranted. For sale by all chemists and druggists.

SPORTING.

Hongkong Reserve Association.

Members are reminded that the second Competition for the CHINA MAIL Cup at disappearing targets will take place at the King's Park Range to-morrow, Saturday, at 2 p.m.

The Interport Shield.

Shanghai has now in hand some \$400 out of its \$500 for the Interport Shield. Hongkong should hurry up. Surely it is not to be said that Hongkong is behind Shanghai!

SOCIAL AND PERSONAL.

Dr Morrison, The Times' Peking correspondent, arrived at Antung on the 13th inst. and is to investigate the conditions prevailing in the Chinese territory now under Japanese administration.

The many friends of Mrs A. G. Gordon will be sorry to hear that she met with an accident while in London, falling and injuring one of her knee-caps. She was immediately taken to one of the Nursing Homes where an operation was performed. The latest advice says she is doing well and hopes to be out before the end of the present month.

Leave of absence to the neighbouring countries, on private affairs, has been granted to 2nd Lieut. F. V. Izard, Royal Garrison Artillery from 8th August to 6th October, 1906. 2nd Lieut. E. Cummings, R.G.A., from 8th August to 8th October, 1906. Lieut. A. G. Rainford-Hannay, Royal Engineers, from 8th August to 17th October, 1906.

The Hon. Lubbock E. Willey, Judge of the U. S. District Court at Shanghai, was to leave Shanghai for home on the 27th inst. by the P. M. steamer "Korea." He will be back early in October when the first session of the Court will be held. During his absence, numerous alterations will be made in the Consulate building, in order to provide accommodation for the new court.

Says the British North Borneo Herald of July 2:—We bid farewell to Mr and Mrs Bennett, who left Sandakan for Hongkong by s.s. "Borneo," this afternoon and feel sure they will leave the same happy impressions in other countries as they have with us, before they complete their 56,000 miles of travel—which is to include visits to Hongkong, Shanghai, Manila, Japan, Australia, Tasmania, New Zealand and California.

As the E. and A. Company's fine steamer "Eastern" was nearing the end of her last voyage to Sydney from the Far East the passengers assembled in the saloon for the purpose of making a presentation to the popular commander, Captain George H. Powell. Mr J. B. Sutor, Commercial Agent for New South Wales in the East, in handing Captain Powell an address signed by the passengers, referred to the esteem in which he was held both in Australia and the East.

The following story of the Shah is going the rounds in Paris, where the lightest deed of so frequent and popular a royal visitor is always followed with interest. Just before he became ill, his Majesty had the joy of seeing a brand new motor-car unpacked. As excited as a child before a new toy, he insisted that the car should be set going at once. Now, motor spirit is not yet a common commodity in Persia. The palace was searched, but not a gill could be found. Couriers trotted, but dared not admit that the royal will could not be obeyed. But the Shah clamoured, and the truth had to come out at last. Nobody was left out for instant impalement. Instead, with a reasonableness he may have learned in Europe, his Majesty descended to inquire the nature of the fluid required. It was spirit. The Shah brightened up at once. He had lots of it—1888 brandy—specially purveyed to the Imperial household. It was brought, and the motor car soon hummed along under the explosive force of alcohol.

It is with regret that the N. O. Daily News has to announce the death of Mr S. M. McLeish which took place on July 21 shortly before midnight. Mr McLeish had been suffering from cerebral trouble for some time past, but though he had been in failing health, death came suddenly at the last and he passed peacefully away almost before those who were with him knew the end was near. Mr Stewart Munro McLeish was 49 years of age, and came to Hongkong in 1881 to join a firm of chemists. He remained in Hongkong for six years and then left to join Messrs Macarthur and Lehmann in Shanghai. His sterling qualities soon made themselves felt, for in 1887 he joined Mr Macarthur in partnership, and on the death of that gentleman fourteen years ago he took over the sole management of the business, which he carried on up to the time of his departure for home. About two years ago deceased's health began to fail and he returned to his native place, Uddington near Glasgow, to recuperate. Twelve months in Scotland saw an improvement in health and he returned to the East, but it was only a temporary recovery, and for the past year he has been relegated to that trying regimen so necessary to men of virile temperament and wide activities. Mr McLeish's capacity for dogged hard work was typically Scottish, and as is so often the case, he neglected warnings of the coming breakdown until too late. As treasurer for the St. Andrew's Society for ten years and president for one year, he made a wide circle of acquaintances among the shipping and engineering community. To them and to many others in the Settlement his memory will always be associated with the Society with which he was so closely identified. Mr McLeish leaves a widow and two stepdaughters.

Gas appears to be the most economical means of driving dock yard machinery at present in use. Some time ago Fairplay announced that one of the largest of existing gas plants has been sent to Hongkong, which, we understand, is to be installed at Messrs Butterfield, and Sime's new dock yard. The same journal now supplies the additional information that the builders of the new battleship "Agamemnon" drove all their machinery by electric motors worked by electricity generated by internal combustion gas engines. There was no steam boiler in the whole place, which was unique. The gas engine for power purposes they first of all chemically treated as an extract from it the nitrogen, which was of no use for heating purposes, and formed it into sulphate of ammonia, which entirely paid their coal bill.

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—On the 27th at 11.35 a. The barometer has risen moderately over the S. Coast of China, and has a tendency to fall over the E. Coast.

The depression remains over China to the South of the Yangtze. Pressure is still high over the S. Philippines.

Gradients are less steep over the China Sea, and the strong SW. winds are expected to moderate gradually over that area.

The Pacific depression is, this morning moving to the N.E. off the S.E. Coast of Japan.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.08 inches.

Forecast for the 24 hours ending at noon to-morrow:—1.—Hongkong and Neighbourhood, SW. winds, gradually moderating; equally, ebbery. 2.—Formosa Channel, S. to SW. winds, strong. 3.—South coast of China between Hongkong and Lantau, same as No. 1. 4.—South coast of China between Hongkong and Hainan, same as No. 1.

WANTED AT ONCE.

A LITTLE (or thought) will often save no end of trouble. Think of the pain and suffering that must be endured in case of an attack of pain in the stomach or cramp colic when medicine must be sent for. Every family should have a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the house. It is sure to be needed sooner or later and when that time comes, it will be wanted at once. Buy it now. It may save life. Sold by all chemists and druggists.

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I am probably the first to announce this name, eagerly looked for in naval circles, of the officer who has been selected for the command of the "Dreadnought," the mysterious battleship of the future, when she hoists the pennant, probably about next October, says T. P. O'Connor in P. T. O. It is now practically settled that the command will be given to Captain Reginald Hugh Spencer Bacon, D.S.O., who though more than half-way up the list of captains, is yet one of the youngest captains in the service, as he is still well on the sunny side of five-and-forty. His book, "Bonnie: the City of Blood," is a graphic story of the campaign in which he won his D.S.O. Nor was this decoration his first reward for personal service. When a lieutenant of the "Campden," he received the Italian medal "Al valore" for distinguished gallantry on that awful day in Gibraltar harbour in March, 1901, when the Anchor liner "Utopia" drifted on to the ram of the "Anson" and 600 Italian emigrants perished. He is probably the one man in any navy who knows all that there is to be known about submarines, from much study and many years' practical experience. In fact, most navies would give a good deal to own such an officer, for it is no exaggeration to say that he is the most expert submarine officer afloat. His appointment to the "Dreadnought" is peculiarly appropriate, for he is one of the officers who sat on her Committee of Design, and, as is well known, one of the chief features in her design is invulnerability to torpedo attack. The commander of the "Dreadnought" will be Commander T. E. Crooke, who is one of the few who yearly enter from the cadet training ships "Cowsey" and "Worcester."

The Servian impasse has yielded at length. It is not quite satisfactory that the regicides should go unpunished, and be allowed to retire without suffering positively in any way for their crimes; but it is well for Servia, and serves to save our dignity, that their retirement should have been secured before we resumed diplomatic relations. Servia is not an important country. They export practically nothing but pigs, which Austria takes when there is no customs dispute, and we have nothing to gain by the renewal of relations, save in the remote contingency that circumstances may arise in which we may wish to have a voice in the eternal questions of the Balkan peninsula. The Servian trade with England was never great, and went down to zero after the rupture. Birmingham will profit slightly by its renewal.

A majority of the Liberal party view Chinese labour with loathing, and are profoundly disgusted at the discovery that the downtrodden coolie who has tried it does not agree with his friends here. They came into power on terminological inaccuracies as to the sufferings of indentured labourers and sought at once to repatriate these victims of "the Randlords' greed." The proclamation offering repatriation found twelve replies! The latest accusation is that the proclamation was minatory in tone, ending with words that are translated "Tremble and obey." They might have remembered that every government proclamation in China ends with some such formula, and that it no more conveys a threat than the "God save the King," to which we are accustomed.

The Education Bill seems to have lost its interest. There is a note of unreality in the mechanically closed debate which still progresses. The Government are making concessions, but in so vague a manner that the Morning Post regards them as illusory and twists Mr Birrell with "securing respectful sympathy from the Opposition by making things rather worse than they were before," while the Standard alleges that concessions hitherto undreamt of in the philosophy of the Opposition have poured from the Treasury. The fact is that we all know that the shape in which the Bill leaves the House of Commons matters little. It will have to be dealt with in the form in which it comes back from the Lords, and that will not be before the Autumn session.

BY WHARF AND WAVE.

The Royal National Lifeboat Institution have recently directed their attention to the problem of adopting the internal combustion engine in their lifeboats. This type of engine possesses considerable advantages over the steam engine for this class of work, the most important of which are the smaller space for the same horse-power, the ability to start up at once without any delay to raise steam, and the motor can be so placed amidships as to admit of the use of oars without any inconvenience. The latest experiment in this direction has been made by the installation of a Thornycroft & Co. 24 h.p. motor in the Newhaven lifeboat, "Michael Henry," with most satisfactory results.

Notice is given that on the 1st July a steel gas-lighted lighthouse, 30 feet in length and 23 feet base, painted red and bearing the words "Drinkwater Point" on her sides in white letters, was moored in 18 feet of water 3 miles N. 34° W. of the Drinkwater Point gas-lighted buoy. The light, which is exhibited from a lantern carried by an iron column, is dioptric, occulting, of the fourth order, showing a fixed white light varied by an eclipse every 10 seconds, thus:—Light 5 seconds, eclipse 5 seconds. The centre of the light is 35 feet above the water, and the light should be visible in clear weather at a distance of 11 nautical miles. During fog or thick weather a fog bell is struck once every 15 seconds. If the light-ship be driven from her station, the usual light will not be shown, but a fixed red light will be exhibited at each end of the vessel during the night and a red flag hoisted by day. The Drinkwater Point Light and Gas-lighted Buoy have been discontinued. All bearings given are magnetic.

ECONOMICAL POWER.

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LONDON LETTER.

(From Our Correspondent.)

LONDON, June 22.

Yesterday the lady suffragette (whom it is now the fashion to call suffragettes) made a demonstration in Cavendish Square intending to pay a domiciliary visit to Mr Asquith at Number 29, and ask him emphatically their usual question, yes or no, and if not, why not? The police would not allow them to reach the door bell and four of them were taken into custody. It is difficult to see what they expect to gain by tactics of this kind, which suggest that the most unreasonable of women are the most eager for the franchise, a proposition that implies a corollary distinctly unfavourable to the claim. If they but knew it, the present House of Commons contains a distinct majority in favour of woman suffrage, and if they adopted a milder and more reputable form of propaganda, they would win their cause in a session or two. As it is, by rioting in the Ladies' Gallery and in the streets, they are putting back their own chance almost indefinitely.

The Servian impasse has yielded at length. It is not quite satisfactory that the regicides should go unpunished, and be allowed to retire without suffering positively in any way for their crimes; but it is well for Servia, and serves to save our dignity, that their retirement should have been secured before we resumed diplomatic relations. Servia is not an important country. They export practically nothing but pigs, which Austria takes when there is no customs dispute, and we have nothing to gain by the renewal of relations, save in the remote contingency that circumstances may arise in which we may wish to have a voice in the eternal questions of the Balkan peninsula. The Servian trade with England was never great, and went down to zero after the rupture. Birmingham will profit slightly by its renewal.

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The Coronet Club dinner on Wednesday night was rather disappointing. The cause may have been the weather or perhaps the new Radical ministry. Very few Hongkong men were there and they were scattered over the room far away from each other. Sir William De Vaux, Sir William Robinson, Sir Francis Fleming, Sir William Goodman, Major Chapman, Dr. Atkinson, Mr Ford, I. S. O., and Mr Barlow seemed to make up the list. A little hitch in the printer's arrangements, by which we were unable to find our places at table till the moment of beginning, spoiled the temper of most of us. The Earl of Elgin, who delivered the only speech permitted by the tradition of the Club, was commendably brief, but did not forget to glorify the Man in Downing Street (who is at the head of affairs and knows Everything) and to plead for more confidence in that abused individual on the part of the Man on the Spot.

King Sisowath of Cambodia, with his train of twenty wives, five sons and sixty dancing girls, is an honoured guest in France this week, where everything delights him, and the newspapers are following his slightest word with ecstasy, as the kodak dogs his every movement.

Mr C. T. Studd, a famous cricketer who captained the Cambridge eleven, and then became a missionary and spent some years in China, is preaching missionary sermons in London this week. There seems before us a revival of evangelical activity as the National Free Church Council are arranging a spiritual convention on Kenrick lines to be held at Harrogate.

A commission has been appointed to inquire into the origin, nature, amount, and application of the temporalities, endowments, and other properties of the Church of England in Wales and Monmouthshire, and into the provision made and work done by the churches of all denominations in Wales and Monmouthshire for the spiritual welfare of the people, and the extent to which the people avail themselves of such provision, and to report thereon. Obviously the first half of the reference falls, What is there to steal? and the second, What excuse can we make for stealing it?

NEW

CONNAUGHT HOTEL.

A

HIGH-CLASS HOTEL

UNDER STRICTLY AMERICAN

MANAGEMENT.

HOT AND COLD WATER THROUGHOUT.

TABLE D'HOTE. COUSINE EXCELLENT.

COMMODIOUS ROOMS WITH EVERY

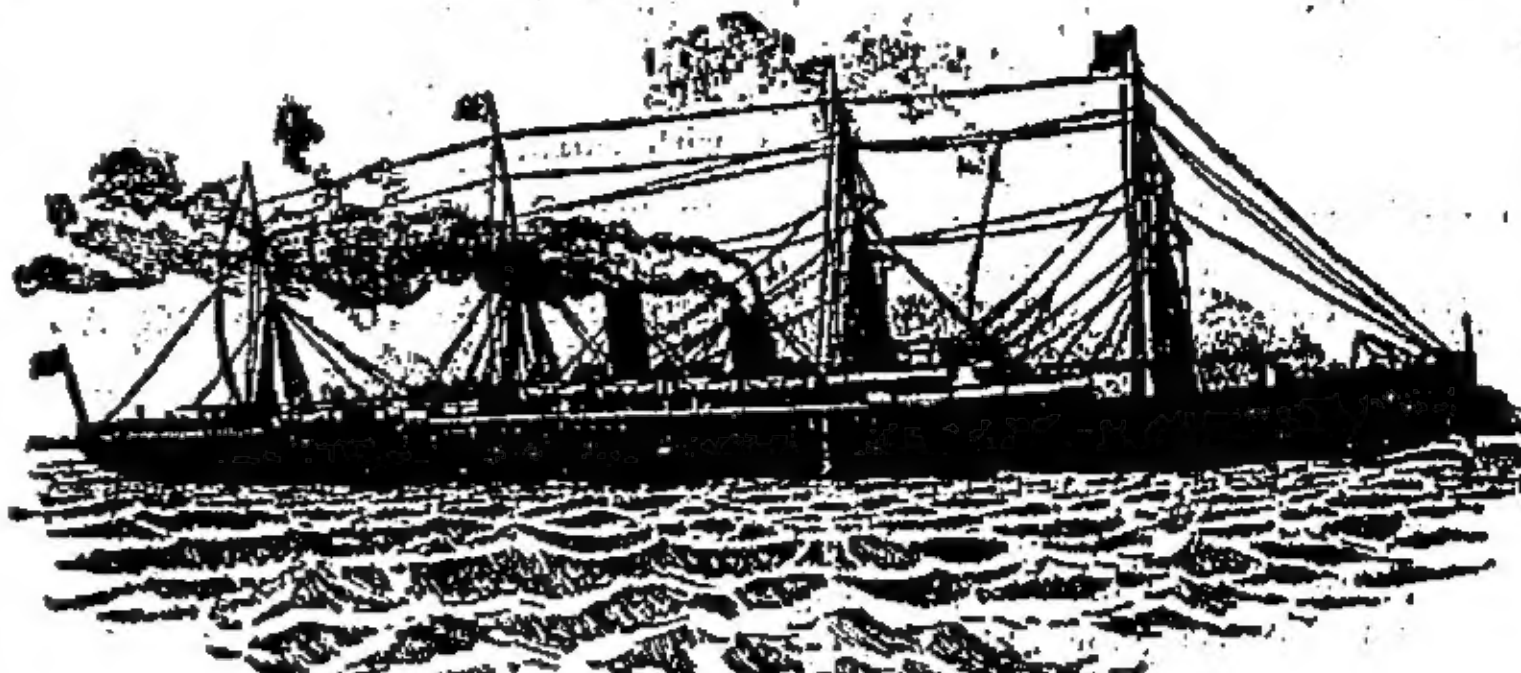
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PACIFIC MAIL S.S. CO.,

OCCIDENTAL AND ORIENTAL S.S. CO.,
 TOYO KISEN KAISHA
 U.S. MAIL LINES.

VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO; CENTRAL AND SOUTH AMERICA,
AND EUROPE:



SEMI-TROPICAL ROUTE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

* AMERICA MARU.....	11,000	GROSS TONS...	TUESDAY,	7th Aug., at Noon.
* SIBERIA.....	18,000	"	TUESDAY,	14th Aug., at Noon.
CHINA.....	10,200	"	TUESDAY,	21st Aug., at Noon.
* MONGOLIA.....	27,000	"	TUESDAY,	28th Aug., at Noon.
		"	WEDNESDAY,	4th Sept., at Noon.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SHIPS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, ORE.
 MOLT, KOBE & YOKOHAMA; FOR
 OPERATING IN OREGON RAILROAD & NAVIGATION
 CONNECTION WITH THE

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
RABIA	4483	MEYENTHIN	Aug. 14, at Day
RAGONIA	5198	FRIST	Sept. 5, at Day
ROMEDIA	4370	G. MURRES	Sept. 16, at Day
ROSEDA	4890	FRIDTMANN	Oct. 9, at Day

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information communicate with or apply to

S. SILVERSTONE, Acting General Agent

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

For	STRAHERS	To SAIL.
SINGAPORE, PENANG	KUTSANG.....TUESDAY,	July 31, at 3 P.

AND CALCUTTA
TIENTSIN CHEONGSHING. WEDNESDAY, Aug. 1, at 4 P.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang.

† Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawau,
 Jesselton, Jesselton and Labuan.
 For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
PACIFIC RAILWAY CO.

NORTHERN PACIFIC RAILWAY CO.
PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA
VIA

-MOJI, KOBE AND YOKOHAMA.					
No.	Name of Vessel.	Tonnage.	Company.	To God.	To Red.
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SEAWNUT.....	9608 0.08	E. V. Roberts..... M. W. Gladick	27th July. 22nd Aug.
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FREMONT	9800	L.V. GORDON
STATIONARY		

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
Cuisine, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. *Shamout* and *Tremont* are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels insure speediness at sea. Electric fan to each room. Barber's shop and steam laundries.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA

dwel & Co., Limited.
GENERAL AGENTS.

[illegible]

Figure 1 is a line graph showing the percentage of total catch versus the number of hauls for various fish species. The x-axis is labeled 'Number of hauls' and ranges from 0 to 10. The y-axis is labeled 'Percentage of total catch' and ranges from 0 to 100. There are 20 data series, each represented by a different line style and marker. The series are numbered 1 through 20. The graph shows that for most species, the percentage of total catch increases with the number of hauls, with some species showing a sharp increase in the first few hauls and then leveling off. Species 1 and 2 show the highest percentages of total catch, while species 19 and 20 show the lowest.

SUPPLEMENT TO THE CHINA MAIL.

HONGKONG, FRIDAY, JULY 27, 1906.

Merchant Vessels in Hongkong Harbour.

EXCLUSIVE OF LATE ARRIVALS AND DEPARTURES REPORTED TO-DAY.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping of midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office.
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Building.
8. From Blue Buildings to East Point.
9. From Kellie's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

VESSELS' NAMES.	AGE.	CAPTAIN.	FLAG AND REG.	TONS NETT.	DATE OF ARRIVAL.	CONSIGNEES OR AGENTS.	DESTINATION.	REMARKS.
Steamers.								
A. B. Broch	3 c	Andersen	Norw. str.	541	July 14	Order		
Amara	8 c	Mattook	British str.	1668	July 23	Jardine, Matheson & Co.		
Alabama	3 c	Ellis	British str.	1253	July 25	China Commercial S. Co., Ltd.	Salina Cruz	August 2.
Arratoon Apar	4 c	Fey	British str.	2931	July 22	David Sassoon & Co., Ltd.	S'pore & Calcutta	July 30.
Arroyo	9 k	Plough	British str.	2407	July 24	Shewan, Tomes & Co.		
Bourbon	4 c	Bail	French str.	1500	July 13	Chinese		
Brand	3 c	Evensen	Norw. str.	1519	July 9	Sander, Wieler & Co.		
Coptic	3 c	Finch	British str.	2744	July 20	O. & O. S. S. Co.		
Cranley	3 c	Steele	British str.	3903	July 8	Gibb, Livingston & Co.	Chefoo	July 28.
Dakotah	3 c	Ross	British str.	2340	July 25	Shewan, Tomes & Co.	Japan & San F'isco	August 4.
Daphne	3 c	Schipper	Ger. str.	1435	July 21	Hamburg-America Linie		
Devanha	5 c	Hide	British str.	4755	July 27	P. & O. S. N. Co.	Europe, &c.	July 28.
Emma Luyken	4 c	Cornand	Ger. str.	1123	July 16	Chinese		A'deen Dock
Empire	4 c	George	British str.	2843	July 24	Gibb, Livingston & Co.	Manila & Sydney	July 28.
Empress of China	4 c	Archibald	British str.	3046	July 24	O. P. R. Co.	Vancouver (B.O.)	August 1.
Esang	4 c	Muir	British str.	1127	July 27	Jardine, Matheson & Co.		
Fri	8 c	Walge	Norw. str.	860	July 13	Aagaard, Thoresen & Co.		
Haiching	5 h	Hodgina	British str.	1267	July 27	Douglas Steamship Co.	Swatow & Foochow	July 28.
Hanoi	3 c	Merlees	French str.	737	July 20	A. R. Marty	Haiphong	July 28.
Hans Wagner	3 c	Kagemann	Ger. str.	965	June 20	Lantz, Wegener & Co.		
Hilary	3 c	Uecker	Ger. str.	1276	July 14	Sander, Wieler & Co.		
Hongwan I.	3 c	Slaker	British str.	2060	July 27	Chinese	Amoy	July 29.
Huichow	3 c	Brown	British str.	1270	July 6	Butterfield & Swire		
Indravelli	3 c	Cullington	British str.	3768	July 26	Gibb, Livingston & Co.		
Joshin Maru	3 c	Ohta	Japan. str.	1244	July 23	Osaka Shosen Kaisha	Sawtow & Tamsui	July 28.
Kagoshima Maru	4 k	Hyne	Japan. str.	2345	July 24	Nippon Yusen Kaisha	Shanghai & Kobe	July 28.
Kueichow	3 c	Hooker	British str.	1214	July 21	Butterfield & Swire	Swatow & Tientsin	July 28.
Kutsang	4 c	Bradley	British str.	1987	July 23	Jardine, Matheson & Co.	S'pore & Calcutta	July 31.
Kwangtah	2 h	Lunt	Chi. str.	1536	July 26	O. M. S. N. Co.		
Labor	8 c	Olsen	Norw. str.	949	July 22	Aagaard, Thoresen & Co.		
Lisa	3 c	Horn Dahl	Swed. str.	998	July 22	Sander, Wieler & Co.		
Lothian	3 c	Williamson	British str.	3222	July 17	Dodwell & Co., Ltd.		
Loyal	3 c	Natzins	Ger. str.	684	July 21	Sander, Wieler & Co.		
Mathilde	3 c	Schneemann	Ger. str.	893	July 20	Jebson & Co.		
Mausang	4 k	Houghton	Brit. str.	1643	July 27	Jardine, Matheson & Co.		K'loon Dock
Meefoo	3 c	Sleeman	Chi. str.	1321	July 21	O. M. S. N. Co.		
Mercedes	3 c	McGregor	British str.	2923	July 21	Admiralty		
Mortlake	9 c	Batten	British str.	1734	July 11	Dodwell & Co., Ltd.		
Neil Macleod	2 c	Corral	Amer. str.	901	June 19	Barretto & Co.		
N. S. de Rosario	2 c	Blanco	Amer. str.	715	June 12	Barretto & Co.		
Nord	3 c	Haraldsen	Norw. str.	732	July 19	Aagaard, Thoresen & Co.		
Petrarch	3 c	Hatje	Ger. str.	1252	June 11	Sander, Wieler & Co.		
Providence	3 c	Skarrebo	Norw. str.	693	June 16	Chinese		
Quinta	3 c	Frahm	Ger. str.	987	July 13	Siemssen & Co.		
Raiaburi	3 c	Koch	Ger. str.	1189	July 27	Butterfield & Swire		
Rein	3 c	Mathisen	Norw. str.	726	July 4	Bradley & Co.		
Jeerie	3 c	Thomson	British str.	3120	July 26	Arnhold, Karberg & Co.	Boston & New York	July 28.
Shahjehan	3 c	Scott	British str.	1091	July 14	Chinese		
Signal	3 c	Schlaikier	Ger. str.	907	July 23	Jebson & Co.		
Skuld	2 c	Odd	Norw. str.	947	July 15	Aagaard, Thoresen & Co.		
Sullberg	3 c	Luppi	Ger. str.	765	July 23	Siemssen & Co.		
Sungkiang	3 c	Robinson	British str.	1021	July 26	Butterfield & Swire	Cebu & Iloilo	August 1.
Taishan	2 c	Laing	British str.	1122	June 29	Bradley & Co.		
Tartar	3 c	Davis	British str.	2768	July 24	O. P. R. Co.	Vancouver (B.O.)	August 8.
Teau	3 c	Sommerville	British str.	1345	July 27	Butterfield & Swire	Manila	July 31.
Tientsin	3 c	Monkman	British str.	1227	July 24	Butterfield & Swire		
Tiipanas	3 c	Pander	Dutch str.	2485	July 27	Java-China-Japan Lijn.	Batavia & Macassa	July 28.
Wandsworth	3 c	Thomas	British str.	2085	July 21	Dodwell & Co., Ltd.		
Yangmoo	8 c	Nagatsu	Korea str.	3425	July 24	Mitsui Bussan Kaisha		
Yochow	3 c	Brown	British str.	1309	July 26	Butterfield & Swire		
Zafiro	5 c	Rodger	British str.	1611	July 24	Shewan, Tomes & Co.	Manila	
Z. Y. de Aldecoa	2 c	Echaz	Amer. str.	1260	May 15	Barretto & Co.		
Sailing Vessels.								
Alta			Amer. sh.	1000	April 14			K'loon Dock

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